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Maintenance

**EQUIPMENT MAINTENANCE REDBALL
PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFRPD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes procedure and assigns responsibility for **REDBALL** response on assigned A-10 aircraft. **REDBALL** is an action taken to prevent deviations, such as late take-off, cancellations and ground aborts.

SUMMARY OF REVISIONS

This revision corrects various statements throughout publication. A (I) indicates revisions from the previous edition.

1. Responsibility . Compliance with this instruction is the responsibility of all personnel who are directly or indirectly involved in **REDBALL** maintenance actions.

2. Procedures .

2.1. REDBALL procedures can be used whenever a malfunction is found that occurs on an aircraft 6 working hours before it is scheduled to fly, or the day the aircraft is flying.

2.2. When the **REDBALL** occurs, the expeditor notifies the Maintenance Operations Center (MOC), who if required, dispatches the appropriate backshop specialist to the aircraft.

2.3. If the Flying Squadron Maintenance (FSM), or backshop, as applicable, determines that a replacement part is required, the part is ordered through the Core Automated Maintenance System (CAMS) by the FSM Material Expediter. If CAMS computer is down, order by phone through Demand Processing, ext 3776.

2.4. Upon receipt of a document number, FSM Material Expediter calls Supply, Material Storage and Distribution Section, ext 3226, informing them of the **REDBALL** and requesting the part be delivered to the flightline, building 385, as soon as possible.

2.5. For the possibility of preventing a ground abort and to expedite the delivery of the part to the FSM Material Expediter, regardless if CAMS is operable, X-Ray or Debrief will issue a manual job control number for any **REDBALL** discrepancies and Debrief will input the discrepancy into CAMS using the manual job control number as soon as possible.

2.6. If **REDBALL** occurs at a time that both MOC and the X-Ray Expediter determine the part cannot be delivered from Supply on time to prevent a late take-off, the part is cannibalized.

2.7. Safety is number one in importance and must not be compromised. Engine problems, flight control problems, and other similar malfunctions are handled very carefully to ensure safety is not sacrificed.

2.8. All work order generation and cannibalization documentation, prepared at time of action, requires follow-up by the MOC, Expediter, FSM Material Expediter and appropriate shops to ensure their completion.

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Commander